

Advertiser's Page of Sports

PERFORMANCES OF YACHTS, TWO GENIAL FACES THAT IMPORTANT CHANGES ARE
RACEHORSES AND ATHLETES WERE SEEN AT HILO RACES MADE IN FOOTBALL RULES

Robert Waddell, winner of the American Derby, won the Oakwood handicap at Chicago. He was conceding pounds of weight to such horses as Eddie Jones, Vesuvius, Advance Guard and The Conqueror. The distance, a mile and an eighth, was run in 1:52 3-5. Blue Girl won the \$20,000 Great Trial stakes at Sheepshead Bay.

Will Crockett the roof of the betting ring at Overland Park, Denver, and many were injured. At the sale of the Holmdel stud yearlings, Dave Gideon paid \$10,300 for a full brother of Jean Beraud, James R. Beraud purchased Futurity, a Futurity winner, out of a Futurity winner, for \$17,500. Sixteen head totalled \$34,725. Mackey O'Connor met with a serious accident while at the post for a race at Highland Park, Detroit. A horse kicked his leg and fractured it.

J. B. Hargis has purchased Waterbury for \$23,000.

Johnny Coburn had his leg broken while at the post at Washington Park, Chicago.

Eastern trotting men have formed a new association which will be a rival of the National Trotting Association. It will be known as the Continental Trotting Association. The headquarters will be in Cleveland. The new association will embrace practically all the cities now included in the grand circuit.

All the trotting stock belonging to the Marcus Day estate will be sold. The stallions include Ponce de Leon, Bowditch and Milford.

Pierre Lorillard, the turfman, is in a critical condition with nephritis.

Commando, the great son of Domino, a prohibitive favorite at 1 to 6, was decisively beaten by The Parader in the Lawrence Realization stake at Sheepshead Bay. Fly Wheel won the Double Derby of \$5,000.

Ben Mac Dhut won the Canadian Derby at Fort Erie.

Robert Waddell won the Sheridan stakes, \$4,000, at Washington Park.

The Earl of Rosebery's Epsom Lad won the Princess of Wales stake of 10,000 sovereigns at Newmarket. King Edward's Diamond Jubilee was second and Earl Cadogan's Sidus third.

Only and Woodford's great horse Hindley is dead. He was one of the greatest steeplechasers on record. Among his get are Hammer, Sallie McClelland, Dunbar and Jim Gore.

The following were scheduled to start in the Great Western handicap at Chicago: Pink Coat, Sidney Lucas, Robert Waddell, Martinus, Vesuvius, Silver Beer, Brutal, Advance Guard, The Chamber, Terminus, Our Nellie and Bona. Robert Waddell's weight is 120 pounds.

Commando will not race again until he is sound. The recent injury to his hind leg was much more serious than it showed on the surface.

His trainer, James Rowe, realized that he was opposed giving the great 3-year-old colt a preparation for the Realization stakes. Trainer Rowe had a long talk with James P. Keene after the Realization stakes. The result was that it was decided not to take any more chances with the colt but to let him get over his injury before he faces the race again.

William Lakeland, who half-owned Commando, said in regard to the colt's trouble: "It is hard to tell just how seriously Commando has been injured. The stone that caused the trouble worked its way into the hoof through one of the fissures and made him lame. It had to be cut out. He left an opening in the hoof. To remedy the trouble, to keep the hoof from splitting, a bar plate was put on. A bar plate is a remedy but not a cure."

Blue Boy, a For Freedom-Mayflower youngster, carried off a courting stake at San Francisco.

Yachting.

On July 6th the yachts Constitution, Columbia and Independence started in a 10-mile race. The wind was about 10 knots. The Constitution crossed the starting line at 12:10:02, the Columbia at 12:10:05 and the Independence at 12:10:08. The last named handicapped 2 seconds. At first the Herreshoff 100 left the Boston craft nearly a mile. The Columbia passed the Constitution and then the Independence pulled up on the two others and all seemed on nearly even terms. The Constitution regained the lead. The Independence tacked and passed the wake of the others going downwind-hunting.

At 1:09 the Independence tacked to starboard and started after the Constitution. At that time she was two and a half miles astern of the Constitution, which led the Columbia half a mile. The weather was very light and there was difficulty in making the position of the yachts.

At the end of an hour and fifteen minutes the Constitution was nearly a mile ahead of the Columbia by about three miles and both boats were fully a mile and a half ahead of the Independence. The wind was still very light and the boats were far to leeward.

William Arthur Gardner of Boston chartered his schooner yacht Mayflower to Samuel C. Davis of St. Louis. She will be used during the International yacht races.

There will be several ancient vessels at the cup races, including the schooner America, which started the series of international races, fifteen years ago in the race around the world.

Shamrock in a formal trial. The older boat demonstrated that she is the challenger's superior in a light breeze.

The second race between the Constitution and the Columbia was nipped in the bud through the buckling of the Columbia's martingale, when the yachts had sailed nearly three miles of the race.

Sir Thomas Lipton refuses to entertain the challenge of Kenneth M. Clark, owner of the Karaid, for a series of trial races between the Karaid and the Shamrock II, but offers to sail the Shamrock I against the Karaid in five matches, each match to be for \$500 a side.

In a trial race off Newport the Constitution was defeated by the Columbia by the small margin of 48 seconds. Portions of the new boat's rigging broke early in the race, which materially influenced the Constitution's showing.

The Meteor, Emperor William on board, recently won a yacht race in Lubeck Bay, Germany.

Lawson's cup defender Independence made a 75-mile run in eight hours.

Kenneth M. Clark, an Englishman, has issued a challenge to Lipton to race Shamrock II against his boat, the Karaid, which he declares to be the fastest boat in England.

The Ring.

It is not unlikely that a return match between Fitzsimmons and Jeffries may be pulled off in San Francisco.

Jack Roberts, the English featherweight who recently killed Billy Smith in their late contest, is coming to the States to get a fight with McGovern.

Jack Kennedy and Hank Griffin fought a 20-round draw in Los Angeles. After standing heavy punishment.

Rufe Turner of Stockton came back and knocked out Kid Williams of Los Angeles in the eighth round. Turner was knocked down five times and through the ropes twice.

Henry Lewis of San Francisco won from Dixie Kid of Fresno on a foul.

Dan McLeod, the Scotch wrestler, defeated Tom Sharkey, the sailor pugilist, in a wrestling bout at Buffalo.

Martin Denny and Dal Hawkins fought a 20-round draw at Grand Forks (B. C.). Neither man was much punished.

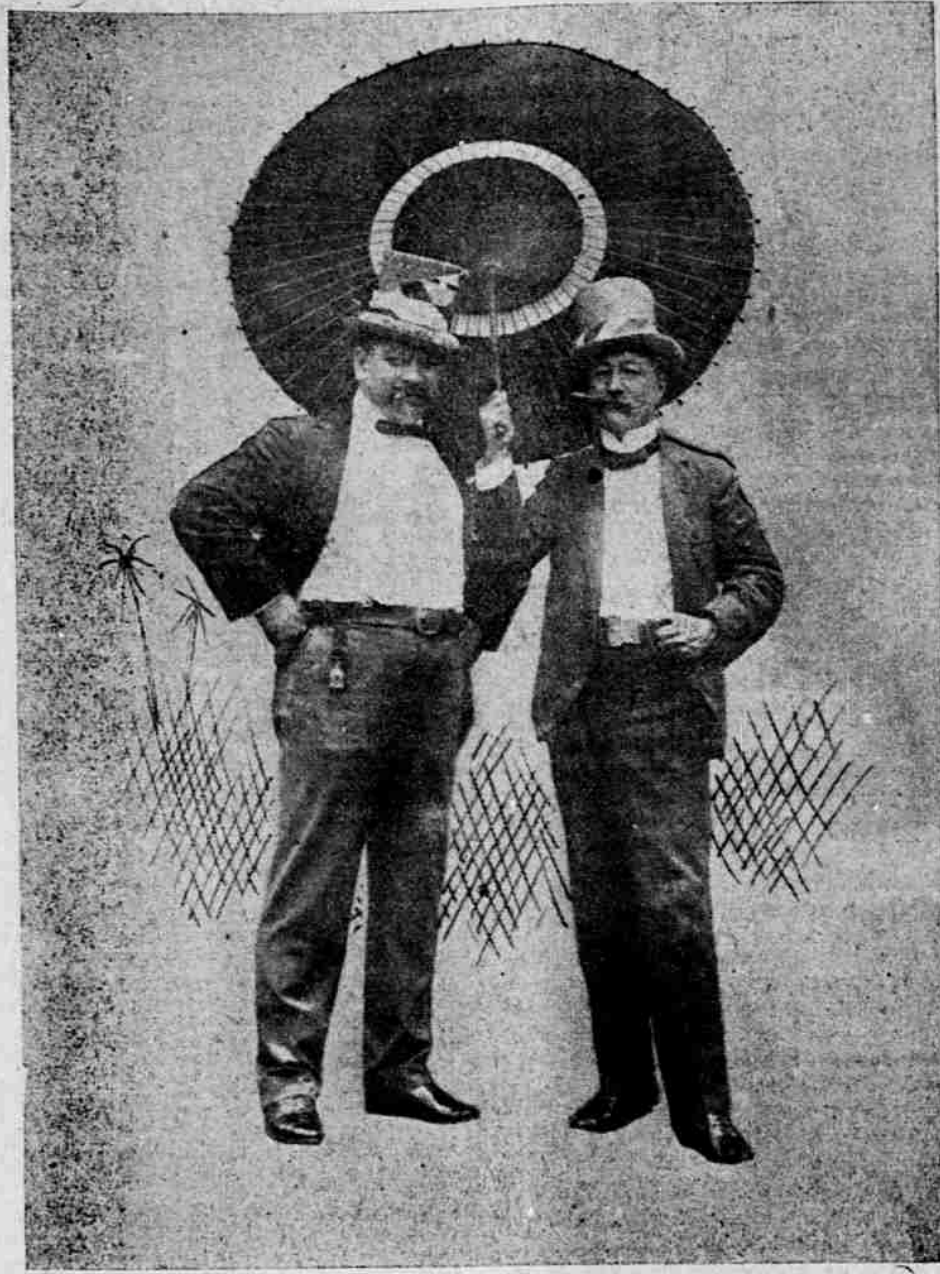
The fight at Little Rock between Oscar Rainey, champion of Arkansas, and young Sharkey of the Pacific Coast was declared a draw after the fourth round. The police interfered.

Tom Jenkins of Cleveland and Gus Johnson of New York wrestled a bout at Cleveland. The former won two straight falls, catch as catch can.

On July 4th in an open-air boxing carnival in San Francisco Jack Moffatt of Chicago lost to George Gardner of Lowell, Mass., by dislocating his arm in the third round. Charles Thurston and Al Neill fought a 20-round draw.

Billy Snailham won from Willie Schoeb in three rounds.

Sailor Brown, the champion heavy-



(Photo by "Doc" Monsarrat.)

the world's unpaced competitive cycling record for a mile from 1:35 to 1:33 3-5 seconds.

Field and Turf.

Ten thousand persons witnessed the amateur athletic games at Buffalo on the first day. Adam B. Gunn of the Central Y. M. C. A. of Buffalo won the Amateur Athletic Union's championship of North America with a percentage of 55.23.

Miller of Yorkers won the Marathon road race of twenty-five miles; Davis, an Indian from Hamilton, Ont., was second.

At the London Athletic Club meeting at Stamford Bridge, A. F. Duffy of Georgetown University won the final in the 100-yard handicap in 10 seconds.

Carey, the Irish champion, won the hurdles. C. W. T. Cox of Pennsylvania took the weight-putting contest.

Kraenzlein of the Chicago Athletic Club won the long jump, clearing 23 feet 3 inches.

In the 120-yard hurdle Kraenzlein was first, winning easily by six yards in 15 3-5 seconds, beating the British record by one-fifth of a second. Baxter of Pennsylvania took the high jump handicap at scratch with 6 feet 2 inches.

Flanagan of New York redeemed the world's championship from Plan of California by throwing the 16-pound hammer from a 9-foot circle 175 feet 4 2-8 inches. Flanagan now holds the 7-foot and 9-foot records of the world.

Calendar of Sports.

July 12—Baseball, Stars against Maile Ilimas, Makiki, 3 p. m. Rowing, Healan inter-crow race, 5 p. m.

July 20—Artillery against H. A. C. July 27—Police against Maile Ilimas.

August 3—H. A. C. against Stars. August 10—Artillery against Police.

September 15—Regatta Day. Shooting season opens.



(Photo by Honolulu Photo-Supply Co.)

OAHU COLLEGE BASEBALL NINE, SEASON 1901.

weight of Nova Scotia, was knocked out in the fifth round at Boulder Creek by Fred Blanchard, a middleweight.

John L. Sullivan is going to box four rounds with Charlie Mitchell in Buffalo. He weighs 305 and expects to go into the ring at 270 pounds.

Cycling.

At the Vailsburg, N. J., cycle races Frank Kramer rode five miles in 10:29. The world's record previously was 10:45.

M. Fournier won the Paris-Berlin motor race. Girardot was second and P. M. Brassier third.

Iver Lawson of Chicago won a mile handicap at Butte, Montana, in 1:58.

The record for a nine-lap track, the record of San Jose won a half-mile professional, open, race at Madison Square Gardens. Time 1:00 4-5.

The Oakland-San Jose paced record has been broken by R. W. Emery of the Olympic Club Wheelmen, who reduced the time two minutes and thirty seconds.

Albert C. Rostwick of Boston, the automobile, broke the world's record for one mile on a 40-horsepower machine, riding the distance in 1:16 1-4. He rode three miles in 3:52 1-4.

W. S. Fenn at Valeburg, N. Y., cut

A number of changes have been made in the college football rules at a recent meeting in New York by the committee having the matter in charge. One of the most important changes is a rule that requires the referee to give a signal when the ball is placed on the ground during a try for a free kick or a goal after a touchdown, so that the opposing side will know when to charge.

In California this has generally been done, but in the East the opposing rushers have had to depend on eyesight alone, and have frequently charged before the player holding the ball actually touched it to the ground.

Another rule provides a penalty of ten yards to be given by the umpire in case of unsportsmanlike conduct or unnecessary roughness. Under this rule the penalty for unnecessary roughness was expulsion from the game.

Another change is that when the ball has been taken behind the opponents' goal, and having been dropped or fumbled, is kicked over the side lines, it shall count as a safety, even if recovered by the side taking it over.

A provision inserted looking to the uniformity of the rules is one that in case of the ball going over the side lines into touch and put into play by a kick, it must be kicked at least ten yards, as in the regular kick-off at the start of play.

Other changes were discussed but not adopted. The longest discussion was over the advisability of giving the captain of the side upon which a foul has been committed the choice of taking advantage of the penalty inflicted upon the opponents or allowing the play to stand.

The committee decided by common consent to make no change in the scoring rules or in the number of men permitted back of the line or the styles or methods of formation. An amendment had been proposed to reduce the number of points for a field goal from five to three. A proposed change was to require five men on the line of scrimmage, so that six men would have to be on the line. This interfered with the "guards back" formation and was opposed by Pennsylvania and Yale.

The penalizing of a team for unnecessary roughness by putting it back ten yards does not seem to be a definite rule. Some men will go into a football game and make it a point to injure their opponents so badly that they will be unable to continue the contest. This will cost but ten yards per man, according to the new rule, and the ten yards may be made up in one play through most of the substitutes that are provided to fill the places of the stars.

YACHTSMEN HERE VERY APATHETIC

Every visiting yachtsman who lands in Honolulu becomes at once an enthusiast over the yachting conditions here and expresses surprise at the want of interest in the sport, which is apparent here.

J. M. Mattoon, one of the crack yachtsmen of San Francisco is a case in point. Mr. Mattoon is of that class of lovers of the sea who own and sail their own yachts and is a high authority on all questions pertaining to the royal sport.

During his stay here he took a run to Pearl Harbor with Commodore Hobron on the Gladys and on his return could not say enough in regard to the pleasure of the trip. "Just think of it," said he, "out all day and no need to use oilskins. If we had been out on the bay or on a trip to the Farallones we would have been frozen stiff."

"If you do get soaked here it makes no difference, as it is so warm you suffer no discomfort and take no cold. Not that we got wet on the trip with Captain Hobron; the Gladys is not that kind of a boat. It is a surprise to me that people here do not go in more for yachting."

"Take a business man who is closely confined during the week; an outing on Saturday or Sunday makes a new man of him and he takes up his work with redoubled energy. I never saw anything to compare with the trip to Pearl Harbor. The change from rough water to smooth and back again to the outside work just puts the finishing touch on it. We went all about the harbor, into every bay and lagoon and the whole trip was a revelation and a great treat. What you need here is a good yacht club. Not a club connected with some other sport, but strictly a yacht club where there are no conflicting interests."

Mr. Mattoon in expressing himself as he did was only repeating what has been time and again suggested and urged on the yachtsmen here; that is, the formation of a club or society to foster and further the sport.

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YACHTSMEN HERE WHEN A FELLOW'S SHIP COMES HOME

Of all the days in the life of a man Born o'er the earth to roam, The one he'll mark with an axe-blazed bark.

Dawns when his ship comes home; When the profitless striving and straining for gold Is a thing of a dingy past, And his bills are paid and he's not afraid To walk with the world at last.

The news may strike him where life is rough As the lay of a mountain trail, When his luck and his pluck have run amuck And he's fighting the verb to fall; And he'll feel so glad that he'll near go mad At the thought of the East-bound train— 'Tis bounteous dole to a debt-bound soul To be square with the world again.

Then its "good-bye Bill," and its "see long Joe," And its shake with each dear old pal, Then a final tearing, from forest clearing, Canyon and chaparral; The life was rough and the grub was tough.

But now that the way must part, The broad chest throbs and the gruff voice sob, And the chance is the tear-drop start.

A round of the stores in gay New York— The best, whatever's to pay, 'Tis many a year since you took the air With the dandies on old Broadway; And are you're onto the run of things, And the glare of the lights don't blind, You miss the cheer of the open-air, And the wild, free life behind.

You're monied now—what the crowd calls "heeled," And regret needn't bother you, You're lord of your pelf and to suit yourself Is all that you have to do; But now and again the wind and the rain The scent of the backwoods bring, And you long to go where old Bill and Joe O'er the evening camp-fire sing.

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